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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY USSR

DATE DISTR. 19 May 1949

SUBJECT Railway Junctions in the Ukraine

NO. OF PAGES 1

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PLACE
ACQUIRED

DATE OF INF

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1. The Kiev rail junction is composed of the following sections: Kiev I and II, Post Volinski, Svyatoshin, Syrez, and Haven (sic; Khavan or Gavan?).
2. A railway bridge connects the Kiev junction with the junction of Darnitsa on the eastern bank of the Dnepr. The destruction of this bridge would not paralyze rail traffic over the Dnepr because it is possible that the tunnel connecting the two banks has now been completed. Work on this tunnel started before the war. Further up the river, there are two road bridges connecting Kiev to Darnitsa; these are a chain bridge (the middle bridge) and a wooden bridge (the upper bridge).
3. In order to cut off the Kiev I station [redacted] it is sufficient to destroy any one of the three bridges connecting Kiev I and II [redacted] or the bridge near Kiev I across which the railway line passes leading to Post Volinski. Destruction of the turntable would have the effect of preventing all locomotives from leaving the depot. Rail traffic can be partially paralyzed by the destruction of the electric heating station and of the old electric power station. However, destruction of the water pumping station or of the water pipes would be still more effective.

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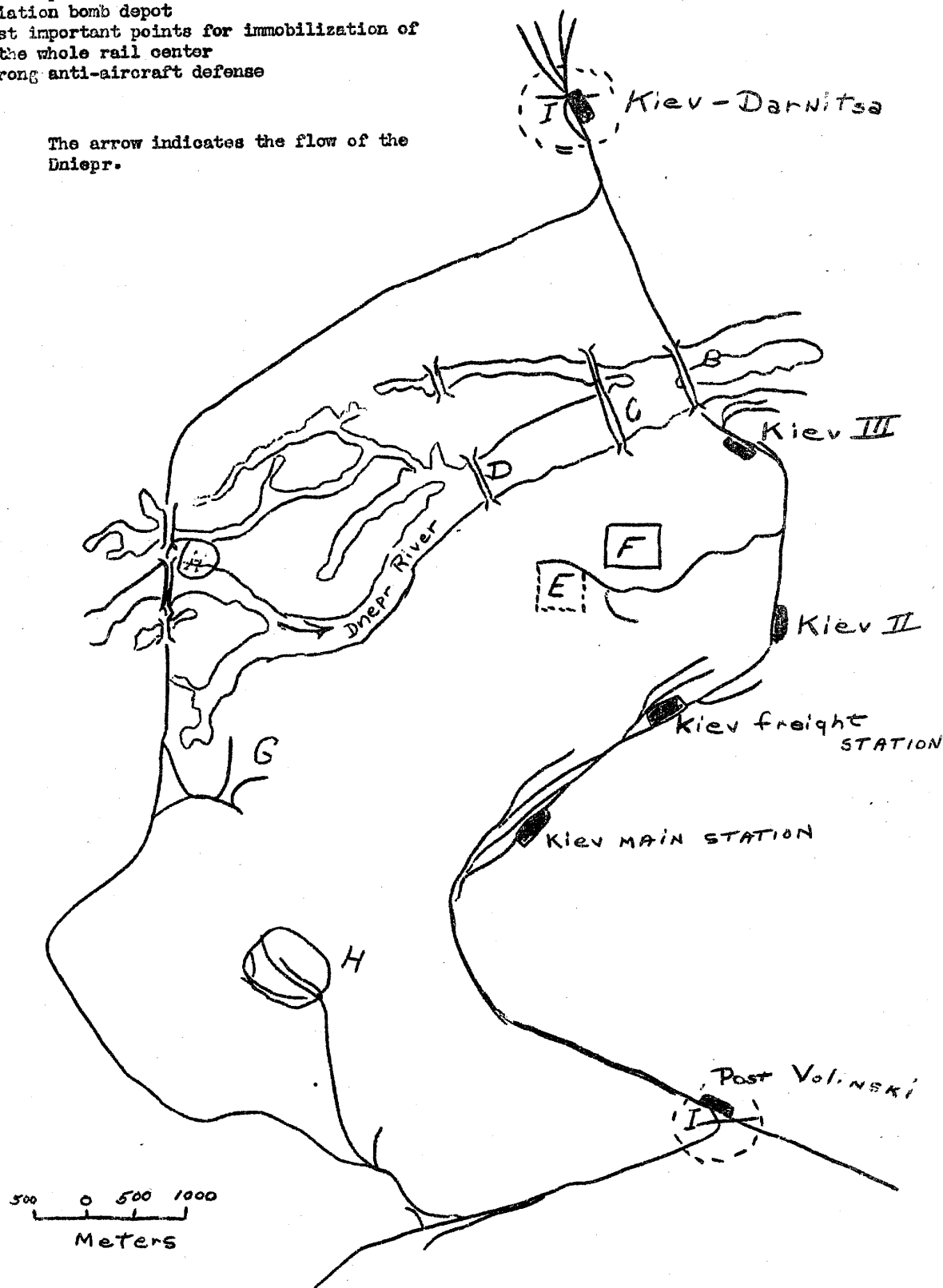
STATE	NAVY	NSRB	DISTRIBUTION																
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- A. Strategic bridge
- B. Railroad bridge
- C. Wooden bridge
- D. Suspension bridge
- E. Underground arsenal
- F. Arsenal
- G. Arms depot
- H. Aviation bomb depot
- I. Most important points for immobilization of the whole rail center
- J. Strong anti-aircraft defense

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PLAN OF KIEV RAIL CENTER

The arrow indicates the flow of the Dniepr.



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